

Truck and Bus Regulation NOx Exempt Area Extensions

Last Updated: May 24, 2016

This summary describes compliance options for vehicles that are operated solely within defined NOx Exempt Areas in California. These options do not apply to school buses.

What options are available for vehicles that operate in areas of California with cleaner air?

Vehicles that operate exclusively in areas defined as NOx Exempt Areas can meet PM filter requirements on a delayed schedule from 2015 to 2020 and do not need to be replaced after they are equipped with PM filters. Each January, or within 30 days of purchasing a vehicle, owners must report fleet information and to identify which vehicles will operate in NOx Exempt Areas to take advantage of the extensions.

What parts of the State are defined as NOx Exempt Areas?

The shaded portions of the map show the regions that are designated as NOx Exempt Areas. Starting 2015, the number of regions has been expanded as shown by the lighter shaded areas.

The following counties make up the NOx Exempt Areas: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Eastern El Dorado, Glenn, Humboldt, Inyo, Eastern Kern, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Monterey, Nevada, Eastern Placer, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Northern Sonoma, Northern Sutter, Tehama, Trinity, Tuolumne, and Yuba.

More detailed maps for split counties are available at <http://www.arb.ca.gov/msprog/onrdiesel/documents.php>.



What is the NOx Exempt Area Phase-In Schedule?

The phase-in schedule, shown in the table on the right, establishes a minimum PM filter threshold for a fleet before any vehicles in the fleet can be designated as NOx Exempt. This compliance option applies separately based on the weight category. Lighter vehicles have a gross vehicle weight rating (GVWR) from 14,001 to 26,000 lbs. and heavier vehicles have a GVWR more than 26,000 lbs. All vehicles in each weight category, except funded vehicles and those using the low-use exemption, must be counted to determine the minimum number of PM filters that are needed. For example, a fleet with 10 heavier vehicles and 10 lighter vehicles must have at least 4 PM filters on the heavier vehicles and 4 PM filters on the lighter vehicles before any of the vehicles can be designated as NOx Exempt in 2016 ($10 \text{ trucks} \times 40\% = 4$). This approach allows other vehicles in the fleet that already have PM filters to count towards the minimum PM filter requirement even if they do not operate in NOx Exempt Areas. Vehicles that are designated as NOx Exempt remain exempt from the general requirements each year until 2020 when all vehicles must have a PM filter. Any vehicle with a PM filter that is designated NOx Exempt also remains exempt from the replacement requirements of the applicable engine model year schedule.

NO _x Exempt Area Compliance Date	Minimum PM Filters in Fleet*
January 1, 2015	25%
January 1, 2016	40%
January 1, 2017	55%
January 1, 2018	70%
January 1, 2019	85%
January 1, 2020	100%

*Excludes low use and funded vehicles

When do I need a PM filter if I only have a few trucks in the same weight category?

If all trucks within a weight category operate exclusively in NOx Exempt Areas, a one-truck fleet will need one PM filter by January 1, 2017, a two-truck fleet will need one PM filter by January 1, 2015 and another by January 1, 2019, and a three-truck fleet will need one PM filter by January 1, 2015, two by January 1, 2017, and three by January 1, 2019.

While this document is intended to assist fleets with their compliance efforts, it is the sole responsibility of fleets to ensure compliance with the Truck and Bus Regulation.

How do I use the NOx Exempt Phase-In Schedule if use other compliance options, too?

Each year, you need to make sure your fleet has the minimum number of PM filters, and then you can designate which vehicles will be designated NOx Exempt. The minimum number of filters you need does not change when you use other vehicle extensions. For example, in 2016, a fleet of 10 heavier trucks still needs at least four PM filters ($10 \text{ trucks} \times 40\% = 4$) before any other trucks can be designated as NOx Exempt even if some of the trucks use the log truck extension. Each year, as PM filters are phased into the fleet, vehicles that are designated NOx Exempt will remain exempt from additional requirements.

Do I have to opt-in now if I want to use the NOx Area Exemption in the future?

No, if your fleet already complies with the general Engine Model Year schedule requirements you can wait to use the NOx Exempt Area extension in later years. The NOx Exempt Area extension can be claimed in January of any year. For example, if you have a fleet of heavier vehicles with 1996 or newer engines that are equipped with PM filters, the fleet already complies with the Engine Model Year schedule until 2020. In January of 2020, you can report to designate your trucks as NOx Exempt (with a PM filter) to make them exempt from the requirement to upgrade to 2010 model year engines.

When must I put a PM filter on my truck to make it exempt from replacement?

You must comply with the general Engine Model Year schedule requirements of the regulation; however, any vehicle (light or heavy) that is equipped with a PM filter can be exempt from replacement as long it is designated NOx Exempt and operates exclusively in NOx Exempt Areas. You must report your fleet information each January to claim the exemption. For example, if your engine must be replaced by January 1, 2016, you have until January 31, 2016 to designate your vehicle as NOx Exempt and to report that your vehicle was equipped with a PM filter by January 1, 2016. If you cannot install a PM filter on a vehicle that must be replaced, you cannot request an extension based on unavailability of Verified Diesel Emission Control Systems.

Are there any labeling requirements?

Yes, vehicles that are designated as NOx Exempt, must be labeled on the left and right door with the letters "NE" in three inch white block letters on a five inch by eight inch black background, unless the owner chooses to comply by using a vehicle location tracking system. The labels must be in clear view at all times. ARB will not issue the label.

How do I determine compliance if I can take advantage of multiple extensions?

The Truck and Bus Fleet Calculator (<http://www.arb.ca.gov/msprog/onrdiesel/compliancetool.htm>) is an Excel spreadsheet that you can use on your own computer to help you evaluate various compliance strategies from now until 2023. The calculator allows you to determine compliance with one or more options in the regulation, including credits, extensions, and special provisions.

If I installed a PM filter on my NOx Exempt vehicle, am I still restricted to operate exclusively in NOx Exempt areas?

Vehicles that comply with the Engine Model Year schedule do not need to be designated as NOx Exempt. However, any vehicle required to be replaced by the Engine Model Year schedule requirements (such as lighter vehicles or 1995 and older heavier vehicles) may install a PM filter but must remain exclusively in NOx Exempt areas. You will need to report your vehicle as "NOx Exempt With a PM Filter" when you report online.

Where can I get more information?

Fact sheets, compliance tools and regulatory documents about the Truck and Bus Regulation are available at www.arb.ca.gov/dieseltruck. If you have questions or wish to obtain this document in an alternative format or language, please call ARB's diesel hotline at (866) 6DIESEL (634-3735). TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

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